THE DELAWARE AND HUDSON RAILROAD BULLETIN

NOVEMBER 1, 1935

INDIAN SUMMER

Indian Summer

A SILKEN curtain veils the skies,
And half conceals from pensive eyes
The bronzing tokens of the Fall;
A calmness broods upon the hills,
And Summer's parting dream distills
A charm of silence over all.

The stacks of corn, in brown array,
Stand waiting through the tranquil day,
Like tattered wigwams on the plain;
The tribes that find a shelter there
Are phantom peoples, forms of air,
And ghosts of vanished joy and pain.

At evening when the crimson crest
Of sunset passes down the West,
I hear the whispering host returning;
On far-off fields, by elm and oak,
I see the lights, I smell the smoke—
The Campfires of the Past are burning.

—VAN DYKE.

"the D&H"

The
DELAWARE AND HUDSON RAILROAD
CORPORATION

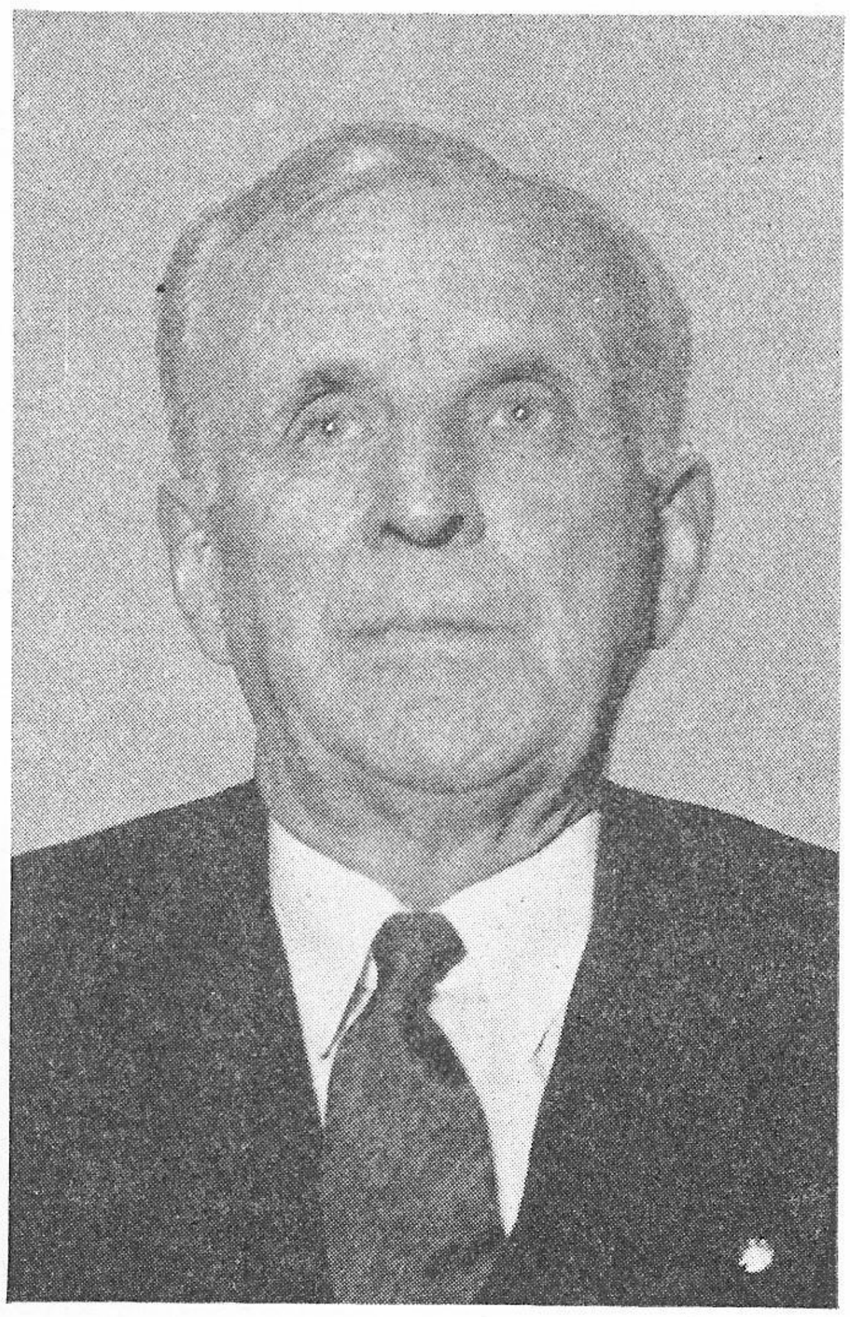
"the D&H"

BULLETIN

Excitement and Adventure!

"You Seldom Made a Trip When Something Didn't Happen," Says Veteran

A STRAY herd of cattle nearly cut short the 54-year railroading career of CONDUCTOR WILLIAM MALONEY one night many years ago. His crew, after bringing a freight train from Whitehall to Troy, was ordered to Mohawk to pick up a train of coal for the return trip. Backing toward Schenectady, with the caboose in front of the tender, MR. MALONEY was standing on the platform peering into the darkness when, at Ballston Lake, he saw the eyes and horns of a herd of cattle directly in front of him. When they struck the cattle the caboose was thrown around violently at right angles to the track, then toppled down the bank amid the mass of bawling cows. The tender was also derailed so they called the wreckers and waited for morning. When day dawned the tracks were strewn with dead cattle, but not a single member of the crew was injured.



WILLIAM MALONEY

Although his father was a tailor at Whitehall, MR. MALONEY picked railroading as his life's work when he was a boy and he never worked a day for anyone but the Delaware and Hudson. Born at Whitehall, December 31, 1863, MR. MALONEY left school at the age of 17 to work unloading coal at Whitehall at 80 cents a day. Lump, soft, and brick coal were all used at that time. It was dumped in piles near the roundhouse to be lifted manually to the locomotive tenders.

The brick coal was made up of powdered anthracite, bound together with tar. The tar was so strong that it made the men's skin peel and burned their eyes so badly that they couldn't face a strong light. At times it became so bad that entire loading gangs would quit at once. MR. MALONEY recalls one day when nine of the twelve loaders left their work because of the pain. Eventually the use of this type of fuel was discontinued.

After nine months on the fuel pile, MR. MALONEY was transferred to the position of night inspector at $35 per month. Actually a car inspector was also a car repairer, re-brassing cars, applying drawheads and correcting many other defects which would now mean the shopping of the equipment.

Men were not particularly anxious to enter the train service in the eighties because of the hazards of the work. Scarcely a night passed when someone was not seriously injured or killed in the Whitehall yards. MR. MALONEY was therefore reluctant to take a position on a train. However, in 1883, while he was a member of a gang which

was laying new tracks in the yard, Conductor John Heffernan asked him if he would like to join his crew. MR. MALONEY agreed and through that summer worked on the gravel train at Whitehall. When that job was completed he was hired by Conductor Ben Holcomb, on the Whitehall-Saratoga way freight at $40 per month. Later he was a member of John Connors' crew, running to all points on the Saratoga and Champlain divisions.

In 1889 MR. MALONEY was promoted to the rank of conductor and during the ensuing 46 years he held practically every freight and passenger run on the two divisions. For four years he was on the Whitehall-Rutland local freight; then for several years he was in main line passenger service; from 1916 until 1929 he was on the "Hill Freight"; for five years he returned to passenger service; and for a year prior to his retirement on pension, March 1, 1935, he operated the Champlain Division milk train.

There was only one feature about railroading that MR. MALONEY did not like: being away from home so much of the time. Once, while working on a gravel train near Port Kent, he was home only a few hours at a time for nearly four months. During that time there was one month when he was paid for 46 working days.

One trip, typical of the way they worked in the eighties and nineties, stands out particularly in his memory. His crew left Whitehall for Mohawk, but stalled in the snow at Saratoga. After three engines had pulled them out, they were sent to Lake George with a flanger. Returning to Fort Edward the following morning, they were sent on to Mohawk with a freight train before returning home.

"If a man liked excitement and adventure, railroading was the place to find it back in those days," says MR. MALONEY. "You seldom made a trip when something didn't happen in the way of break-in-twos, derailments, or collisions. One r a i n y night, going north, we pulled in the siding at Rockland to wait for the sleeper. After the sleeper had passed we started out again and at Douglas ran into a landslide which derailed the entire train. The engine, with four men aboard, went down the bank on one side of the track, while the entire train was piled up on the other. Fortunately no one was killed, although the fireman broke his shoulder."

For thrilling experiences, however, none compares with an incident which occurred on the Rutland and Washington many years ago. They were following Train No. 4 one day when they saw a man frantically waving a red flag at Hydeville. On the outward trip that morning a section gang had been installing a frog there, so they supposed it was the section flag. However, MR. MALONEY looked out of the cab window and saw a coach lying on its side. The engineer reversed the engine and he and a trainman scrambled back over the tender to set some hand brakes on the cars. When they finally stopped, their locomotive pilot was so close to the derailed coach that you could step from one to the other.

The conductor on the derailed train was seriously injured when the coach tipped over. Although badly hurt, he kept ordering everyone who approached to go out with a flag. When MR. MALONEY assured him that the flag was out he sighed and fell back unconscious.

For several years MR. MALONEY'S eyesight had been failing and when an operation did not materially improve it, he decided to retire. Were he able, he would be back on the job today.

MR. and Mrs. MALONEY, who live at 15 School Street, Whitehall, have two children: WILLIAM C., a Delaware and Hudson trainman; and Mrs. John R. McLaughlin, of Whitehall. MR. MALONEY is a member of the Brotherhood of Railroad Trainmen, the Knights of Columbus, and the Delaware and Hudson Veterans' Association.

Technicality

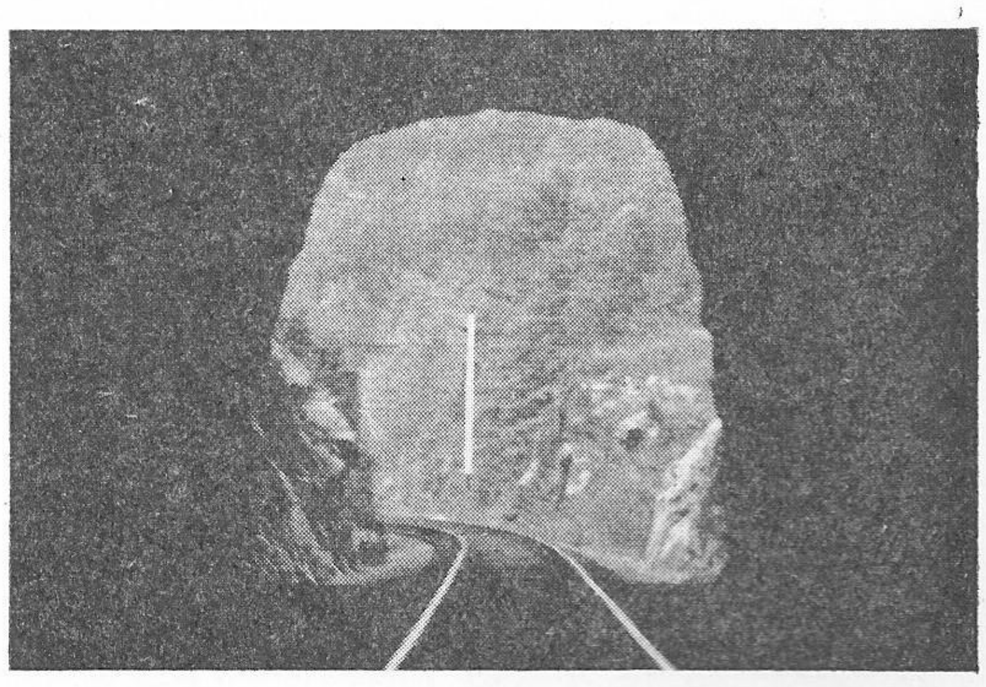
A clever lawyer, addressing a class of aspirants for legal honors, sought to impress them with the necessity for carefully weighing the exact meaning of words or phrases used by a witness.

"For example," he said, "supposing I told you that three frogs were sitting together on a log, and one decided to jump off; how many frogs do you think would be left on the log?"

"Two!" cried the class.

"Wrong!" corrected the lawyer. "The frog I specially referred to only *decided* to jump off. He didn't jump."

Willsboro Tunnel



The New Deal *and* The Railroads

Addressing the Agents' Meeting at Hotel Champlain, September 5th, Thomas L. Ennis, General Counsel, outlined briefly recent legislation affecting the railroads and their employes. His address closes with a suggestion for action by employes to protect their means of earning a livelihood.

BEFORE I came to the Delaware and Hudson, I practiced law for about seven years with a large New York City law firm. During that period I did legal work in connection with the problems of a variety of businesses but not until I came to the Delaware and Hudson did I have an opportunity to observe intimately the operations of a business subject to strict Government regulation. Since I have had occasion to realize the problems of business managements at close hand, I have come to a firm conviction that the theory of strict Government regulation or interference in the management of business is not in the public interest.

It seems to me that this conviction is simply and clearly demonstrated by contrasting the history of regulated business in this country with that of unregulated business. The real test of the success of a business is: Does it give the public good value for its services and, at the same time, maintain a healthy financial condition with a fair opportunity for those engaged in it? By far the great majority of business men in this country are capable, efficient, resourceful public servants, who are well able to run their businesses in the best interests of the public.

During the last session of Congress, we have heard a great deal about Federal regulation of public utilities. With the headlines of the newspapers taken up almost entirely with this subject, some of us may have lost sight of what the Congressional calendar carried with respect to the railroads.

The principal bills affecting the railroads and their employes, passed by the Congress during this last session, are as follows:

RAILROAD RETIREMENT ACT OF 1935

Although the Supreme Court declared the Retirement Act of 1934 unconstitutional and held that all such legislation is outside the constitutional power of the Congress, that body has enacted and the President has approved on August 29, 1935, a new Retirement Act in slightly different form. The Retirement Act which provides for the pension system is supplemented by a taxing act which provides for its financing. The new legislation is asserted to be an exercise of the Congress' taxing power rather than an exercise of its power to regulate interstate commerce.

Only employes in the service of a carrier on or after the enactment date, August 29, 1935, will be eligible for pensions; with certain exceptions, retirement becomes effective at 65 years, on and after March 1, 1936, through the practical effect of a reduction of the amount of pension by one-fifteenth for each year of service after 65 years; employes and employers are each taxed 3½ per cent upon wages up to $300 per month, paid after March 1, 1936; the maximum pension that can be received under this Act is $120 per month.

It is estimated that the initial cost to the railroads will be about $60,000,000, with a similar cost to the employes and it is likely that this burden will progressively increase.

An investigation Commission of nine members, including three Senators, three Representatives and three appointees of the President, is set up to investigate the desirability of a Federal retirement system and advise the President by January 1, 1936, what legislation, if any, is desirable.

Thus the Act provides an anomalous situation by creating a Federal retirement system, effective March 1, 1936, while providing a commission to advise the President, only two months before, on January 1, 1936, whether a Federal retirement system is desirable.

Disregarding the question of constitutionality, there remains the question whether this legislation is economically sound, whether it is sound in principle to place this matter in politics rather than to leave it, where I believe it belongs, within the jurisdiction of the industry itself. No industry can go forward effectively in the public service, under a competitive system, unless it is allowed to pursue

a sound economy, for the public will not long pay for an industry's mistakes.

SOCIAL SECURITY ACT OF 1935

covers a variety of subjects relating to social security, many of which do not directly affect railroads and railroad employes. The bill does, however, provide for unemployment relief and to finance this part of the program a tax is levied on employers, including railroads, based on the total amount of wages paid and is at the rate of one per cent of the total payroll for 1936; two per cent for 1937 and three per cent for 1938 and subsequent years. The State of New York has passed an unemployment insurance law which taxes certain employers, including railroads, at the same rates as those specified in the Federal law. Under the Federal law an employer who is required to pay a tax to any state unemployment fund is entitled to credit such tax against the tax imposed by the Federal government but the amount of such credit cannot be more than 90 per cent of the Federal tax imposed. It is obvious that these two bills will add considerably to the taxes now being paid by the railroads.

REVENUE ACT OF 1935

changes the rates previously in effect on corporation incomes and increases the rates on all corporate income in excess of $15,000. The new Revenue Act also increases the tax on capital stock by 40 per cent and increases the excess profits taxes now in effect on corporations.

MOTOR CARRIER ACT OF 1935

has placed motor carriers in interstate commerce under Federal regulation and made them subject to the jurisdiction of the Interstate Commerce Commission.

It is possible that the safety provisions of this Act may be of some benefit to the railroads and the public in eliminating the irresponsible motor operators. On the other hand it increases rather than decreases Government regulation of business and tends more and more to regiment the occupations of the Nation, under control of governmental commissions.

GUFFEY-SNYDER COAL ACT

has set up a law for the bituminous coal industry, substantially similar to the National Industrial Recovery Act, recently declared unconstitutional by the United States Supreme Court and attempts to revive the principles of that legislation. Passage of this Act was urged by the Administration regardless of grave doubts on the part of many legislators as to its legality and in the face of the almost unanimous opinion of the legal profession that it is unconsitiutional. It is estimated that this Act may result in increasing the price of bituminous coal, possibly as much as 80 cents to $1.00 per ton, which may have a very considerable effect on the operating expenses of the railroads, who are large consumers of bituminous coal. Like the National Recovery Act, its economic unsoundness will probably be discovered, even by those who hope it will aid them, long before its constitutionality has been determined. A suit to test its constitutionality has already been initiated in the Supreme Court of the District of Columbia by a stockholder in a bituminous producing company.

RAILROAD REORGANIZATION ACT

makes some changes in the provisions regarding reorganizations of railroads, chiefly with respect to simplification of the procedure for securing consent to proposed reorganization plans. Fortunately, our Company is not directly interested in this legislation.

OFFICE OF FEDERAL COORDINATOR

of Transportation was extended for another year with its attendant assessment on the railroads of two dollars per mile of road operated for expenses of administration.

Other laws have been passed which, while not affecting the railroads and railroad employes directly, do react on them because of the necessity for more taxes and the consequent increase in costs of operation as well as the cost of living.

Important bills affecting the railroads and their employes which were introduced at the last session of Congress but on which no action was taken are as follows:

A BILL TO AMEND

the long-and-short-haul clause of the Interstate Commerce Act by striking out the clause prohibiting the railroads from charging a higher rate to intermediate points on a route than is charged to more distant points over the same route without securing orders of the Interstate Commerce Commission in special cases, and leaving such charges to the discretion of the carrier in the first instance. Parties aggrieved by such charges may complain to the Commission. This bill might be of some benefit to the railroads but no action was taken at this session.

SHORT-TRAIN AND FULL-CREW

laws which would limit the length of freight trains to a minimum of one-half mile in length and not more than 70 cars, exclusive of caboose, and passenger trains to 14 cars and which prescribe a certain number of employes to be on trains or engines were introduced and this at a time when railroads have been developing stronger and more powerful loco-

(Continued on page 174)

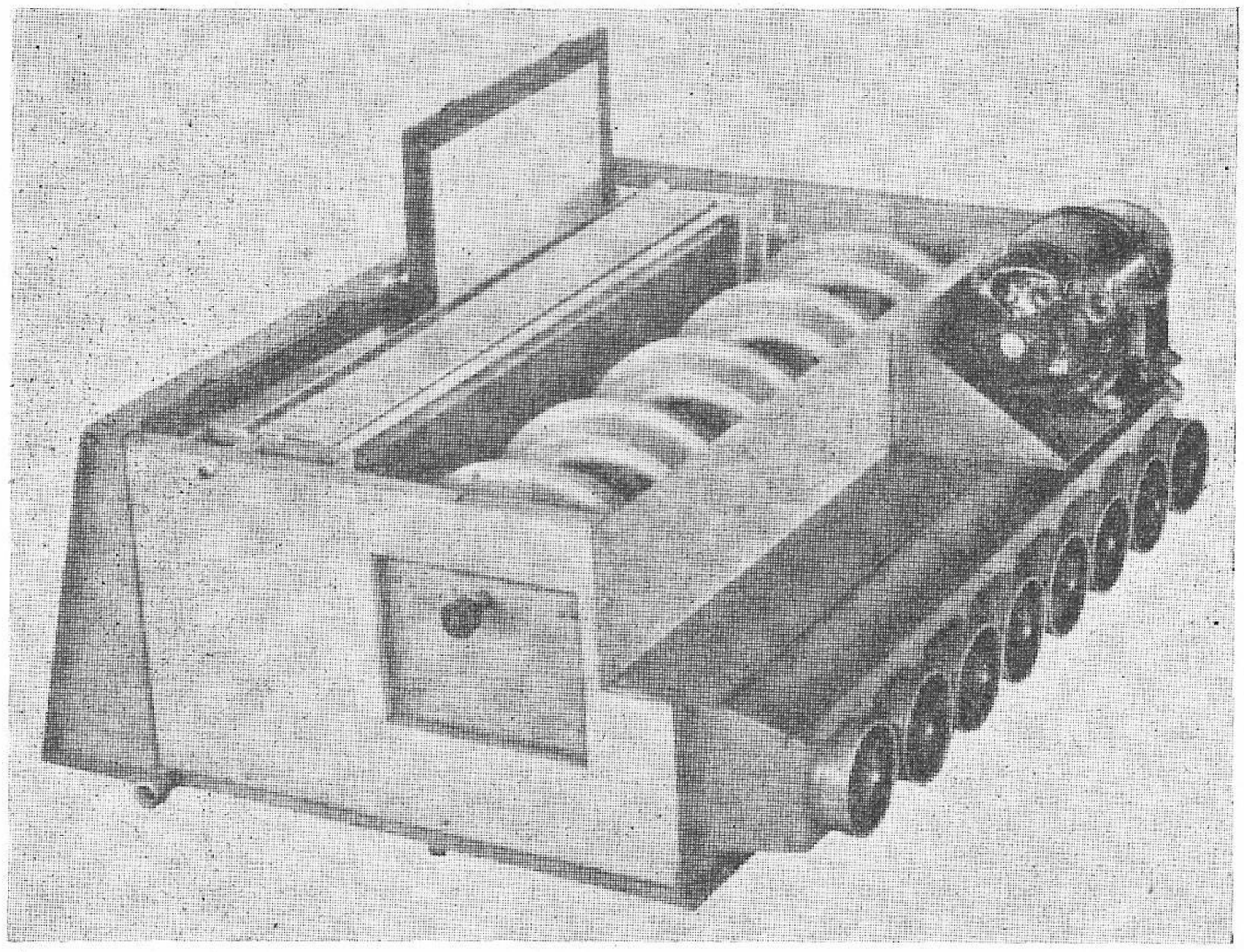
Air Conditioning

Application to Railroad Equipment of Various Types of Apparatus

(*Continued from last issue*)

PIONEERED by the Baltimore and Ohio, whose *Martha Washington* diner made its public appearance in 1930 followed by the completely equipped *Columbian* in 1931, although experiments with ice-cooling of its cars were made as early as 1884, air-conditioning has since become fairly common on the leading passenger-carrying roads of the country.

There are three systems in general use, all of which involve the same idea of air circulation as outlined above. The chief difference lies in the mediums used for cooling the air. They are usually classified under the headings of ice, mechanical compressor, and steam ejector systems.



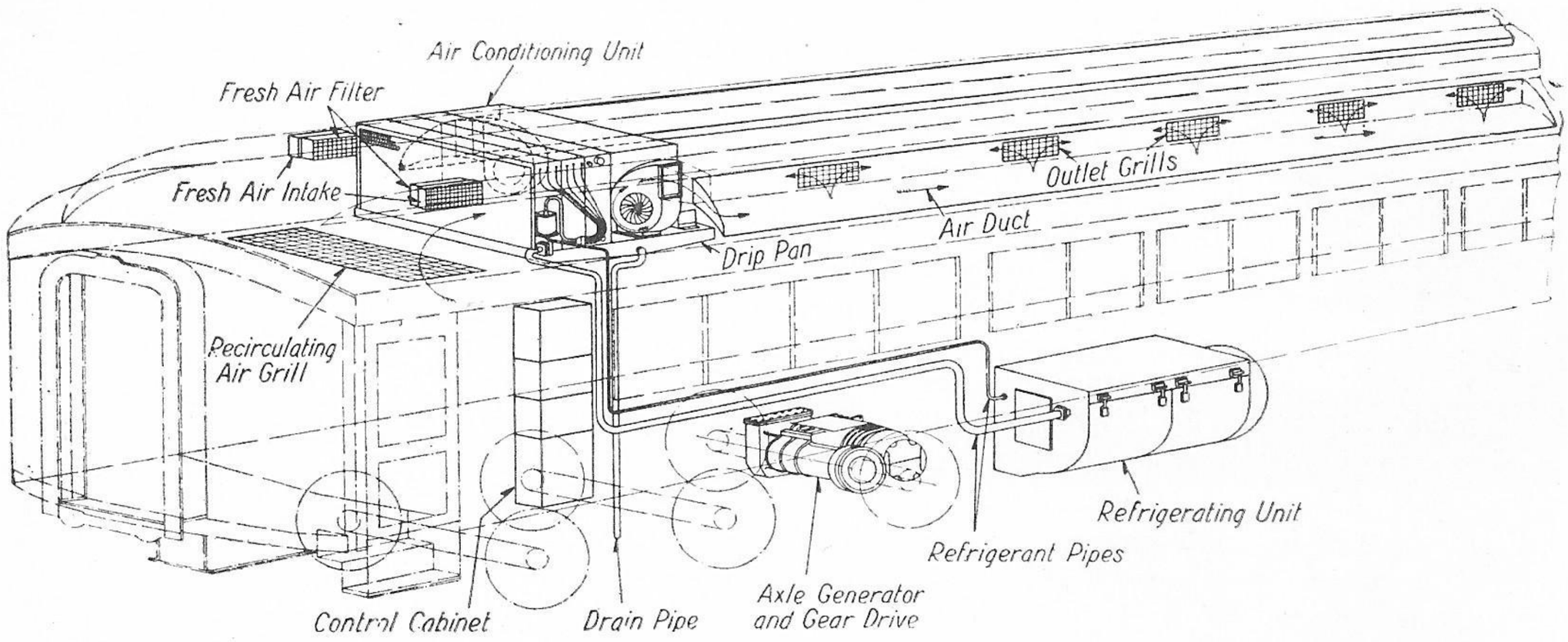
Ice-water, pumped from a bin below the car, passes through this unit, mounted in the bulkhead at the end of the car in the system used in Parlor-Cafe Car 602.

In the system in use on Delaware and Hudson Parlor-Cafe Car 602, ice melting in a bin beneath the car floor furnishes cold water which is pumped through overhead coils at either end of the car. Fans blow the air, which has first passed through filters, over the coils and out into the car.

Instead of ice and ice water, the mechanical system now in use in many railroad installations makes use of a refrigerating unit operating on the same principle as that in the household refrigerator, and motor-driven from the storage battery of the car, it being necessary to provide increased generator capacity to keep the batteries charged properly, especially in the case of dining cars where the lighting load is unusually heavy. Prior to the development of suitable electrical equipment, gasoline engines hung under each car were used successfully to operate the compressors, though their maintenance proved very costly. Direct drive from the car axle is also used in some cases.

The mechanical compressor system comprises three principal parts: compressor, condenser, and evaporator.

The compressor is merely an air pump, usually of two or four cylinders, in which the refrigerant gas is compressed before passing to the condenser. Here the heat is removed from the gas by either water or air cooling arrangements, the gas condensing to liquid form in which it is capable of absorbing more heat than as a gas, after which the refrigerant is in condition to do its work. It is then allowed to expand into the cooling coils of the



General Arrangement of Air Conditioning Installation

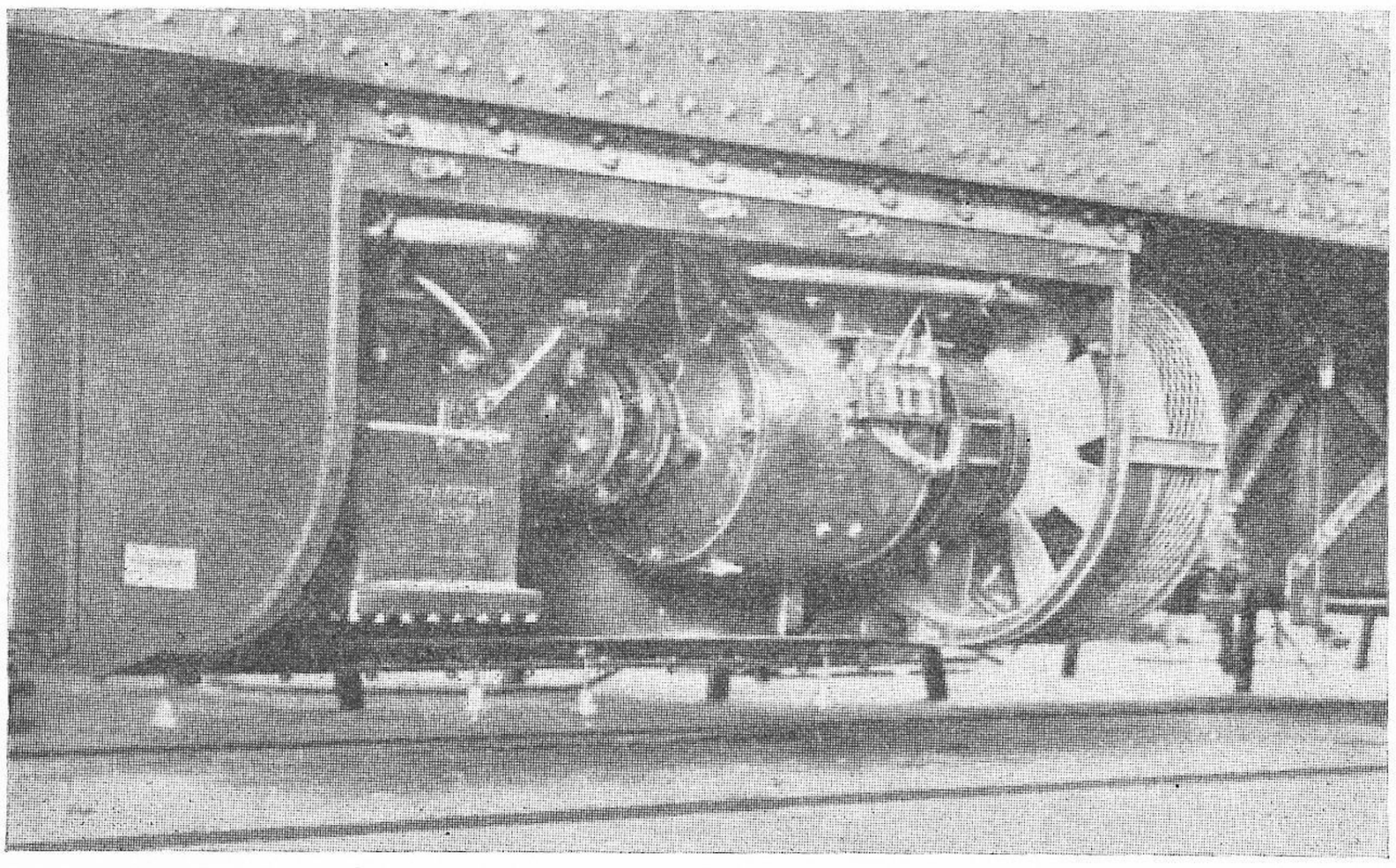
system. Since, in order to expand, it must be heated, the gas absorbs the heat from whatever surrounds the coils, be it air, water, or brine, the latter substance being most often used where very low temperatures are desired. In railroad installations the air circulating in the car comes in direct contact with the cooling coils. The refrigerant then continues to the compressor where it starts the cycle all over again.

Since the air from the room or car to be cooled is the same air which surrounds the coils in which the refrigerant is expanding in the above cycle, the temperature of the air will be lowered, thus making the car more comfortable.

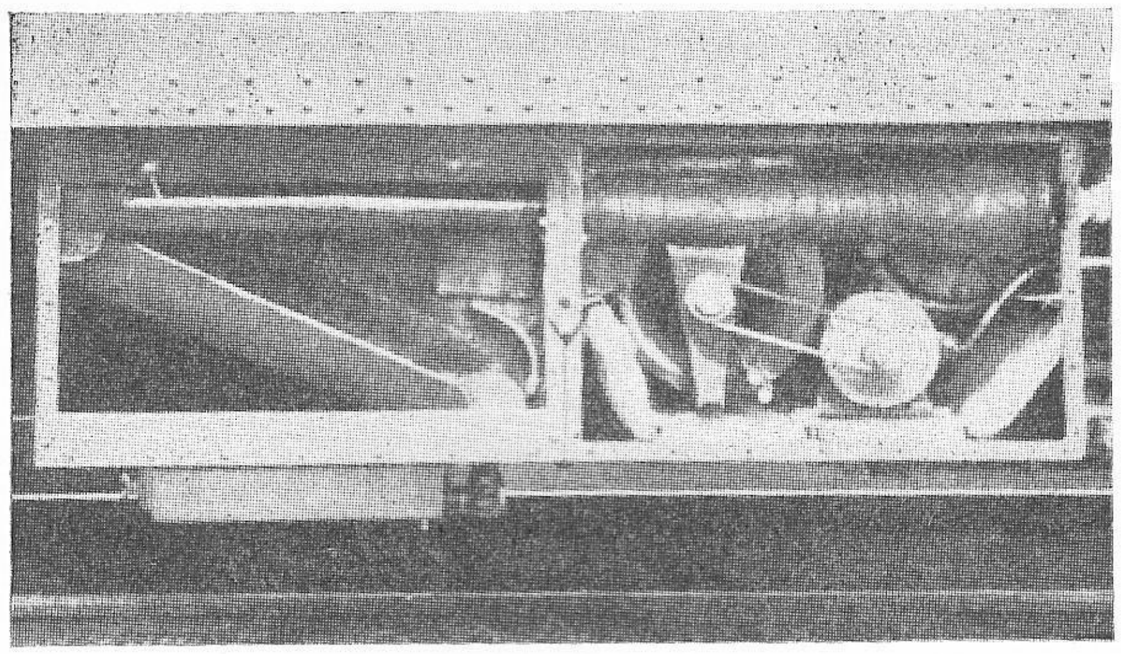
Ammonia and carbon dioxide were commonly used as refrigerants in the early stages but have been largely displaced by dicholoro-difluoro-methane, more commonly known as "Freon" or "F-12," since the latter is odorless, non-poisonous and non-inflammable.

In connection with the forced circulation of air in railroad cars it has been found that, with doors and windows kept closed as much as possible, a slight pressure is maintained within the train which tends to prevent the entrance of dust and dirt.

Another system of refrigeration used in connection with air-conditioning equipment utilizes water vapor as the refrigerant. It is probably the oldest successful idea, having been used in 1755 by Dr. William Cullen. In 1900 Sir Charles Parsons was granted a patent in his process of refrigeration involving the use of steam jets.



Motor-driven refrigerating unit mounted under car. (Cover removed).



Steam jet cooling system installed under car floor

In the steam jet system, the water is cooled by admitting it into a chamber in which a very high vacuum is maintained. Part of the water "flashes" into steam immediately upon entering the chamber, and, in doing so, absorbs heat from and thus further cools the rest of the water which passes out of the chamber ready to be used for cooling purposes. The small amount of vapor produced in the chamber is caught by a high velocity steam jet which forces it through a funnel-like Venturi tube to a second or condensing chamber where an even higher vacuum is maintained, so that the condensing water will serve to condense both the entrained vapor and the steam from the operating jet. You will note that this is merely the ordinary compression refrigeration cycle previously described. Water is the refrigerant instead of ammonia or "Freon," and steam takes the place of the mechanical compressor.

From an operating standpoint the ice system has distinct advantages for comparatively short runs on roads where the summer season is short, since only four ¼-horsepower motors are required to operate the two water pumps and two sets of fans whereas the electrically-driven compressor installation requires a maximum of 30 locomotive horsepower per car for the operation of the air-conditioning machinery alone, without the car lighting load. On a fifteen car train this becomes an appreciable drag on the locomotive.

It is for this reason that the Chicago and Northwestern has recently reverted to a refinement of the old Baltimore and Ohio plan of driving the compressor by means of a small internal combustion engine mounted on a rubber-tired truck resting on rails suspended below the car frame. It burns propane gas and is very quiet and reliable in its operation. The weight of the engine, compressor

(*Concluded on page 173*)

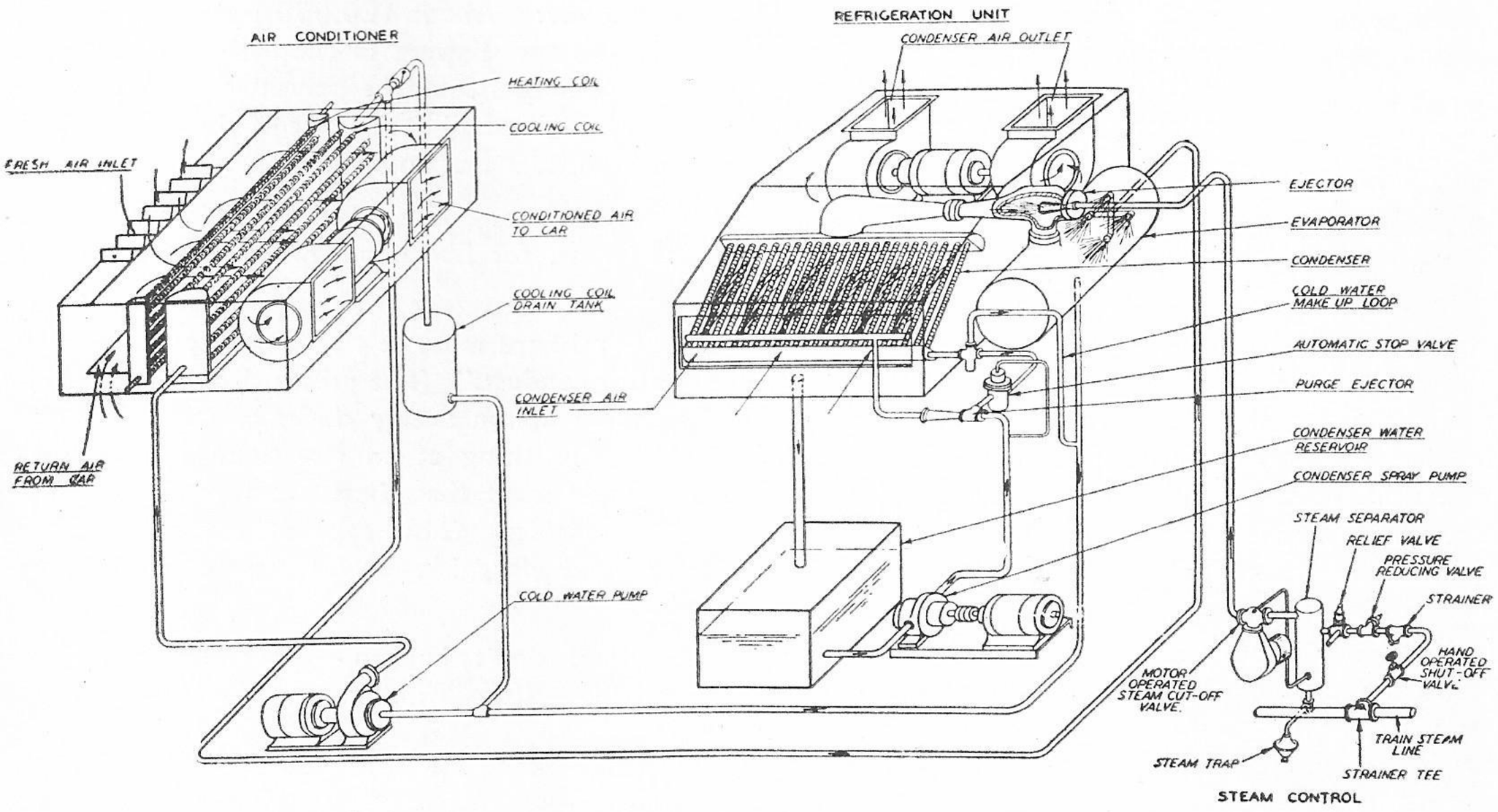


Diagram of Steam-Ejector System

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 15 November 1, 1935 **No. 11**

Hidden Taxes

TAXES are indeed very heavy, but if those laid on by the government were the only ones we had to pay, we might more easily discharge them; but we have many others. We are taxed twice as much by the time we waste, three times as much by our pride, and four times as much by our folly.—*Benjamin Franklin.*

Turn Back the Clock?

THE theory that progress may be achieved by halting progress persists in spite of the fallacy of the notion.

Some persons who have the queer idea that what the railroads need is more trains instead of more traffic are backing a bill before the United States Senate to limit the length of freight trains to fifty-odd cars, when it would be just as sensible to limit them to ten cars, or even five.

The long freight trains of today are the result of endless striving after efficiency, due in part to the urgent necessity of getting out of the red and continuing in business. More powerful locomotives, heavier rails, stronger bridges, and other factors have made the long trains possible and to split them into short trains would simply be to increase the cost to the general public—or turn more business over to the trucks.

Shippers do not care whether their goods are hauled by a train of a hundred cars or one of ten cars; what they want is to see the goods move at the lowest possible cost, and when the cost passes the point where truck shipments are less than rail shipments the trucks get the business.

To hold their business the railway must haul goods at the minimum of cost and with the maximum of efficiency; hence the long train, made possible by modern efficiency. To do away with it would be to lessen business and decrease employment—not increase it, as some persons appear to imagine.

Turning the clock back never gets anybody anywhere.—*Tuscaloosa (Ala.) Times.*

Accidents Don't *Happen*

NOT long ago a safety survey of 50 cities resulted in the cold-blooded acturial forecast that next year one home out of every seven will have to lay out an average of $148 in medical care, lost wages, and related expenses because of some kind of silly mishap. And in nearly 30,000 homes these mishaps will be fatal.

What is to be done about it? Well, 44 per cent of all important injuries in the home come from falls. The chief offenders can be listed:

Rugs: Rugs will kill about 17 times as many householders as electricity does. Worn spots and curling edges that catch the heels should be fixed; rugs on slippery floors should have anchors to keep them tight.

Misplaced Objects: This covers a wide range: playthings left around the floor; tools or household utensils left where they don't belong; articles left at the foot of the stairs, or at the head, to be carried down or up later.

Bath Tubs: About 120,000 people are injured every year from slipping in the bath, and the bulk of those accidents could be prevented by the simple use of a firm handrail at the side of the tub, and the use of a vacuum mat to stand on.

Slippery Steps: Every house should have a box of sand near, for liberal use on slippery steps and walks.

Other mishaps must be treated under the heading of "safety conduct." The principal one is the habit of climbing up on teetery chairs or tables in order to reach something at an elevation. The housekeeper must learn that there is no good substitute for a stepladder. This type of mishap gets the doctors and druggists an average of $303 per tumble.

Accidents don't happen — they are invariably committed.—*Ripco Ripples.*

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Many of us spend half our time just wishing.

Climbing Life's Tree

By SIR ERIC GEDDES

(Continued from last issue)

ANOTHER important lesson—by this time I was a lumber inspector—was when I was sent into Kentucky to pass a cut of lumber. I had just started to work for the buyers, and they were a firm who dealt in hard woods. Now poplar, which was the wood I had to inspect, was classed technically as a hard wood and so inspected, but it is in fact a softish wood, and I inspected it with the wrong technique because I thought I knew more about timber than the people who were buying it. When the lumber arrived at their yard I very soon heard about it. I wrote back giving them good reasons as I thought—snappy, bright reasons. The reply was short, "We want results, not reasons, your substitute arrives tomorrow." So I learned another lesson—my theories were my own to keep, if I thought them of any use; my employer was only interested in satisfactory service. There are very simple things, but it is extraordinary how long it takes in the puppy stage to grasp them. That was the last time I ever got the sack. After that I always took the initiative myself when I wanted to change.

During the first twenty years of life I learned simple facts like these—common sense, honesty and integrity, doing what my employer wanted in the way he wished it done; doing a little more than he expected; taking it to heart as a personal shortcoming if anything with which I was only even indirectly connected went wrong—never go looking for an alibi when a mistake has been made. If one has learned to do these things and many others in a nice way, one has laid the foundations for climbing the next twenty feet on the tree of life.

And now, in my story, I am nearly twenty-one years old; I am still at the bottom of the tree; I am still on the ground; I am back home in Scotland with nothing more material in my possession than I took away. Luckily for me I never had an allowance from home, but my father paid my fare back from America—I had not the money—not quite such a hero as when I sent the second check back from New York on landing. At this stage I began to think about myself. I took stock of goods I had to put into my shop window, and I tried to make the most of them. They were a pitiful display! I knew I wanted to make a living, but that was about my only definite objective.

One thing I learned in these years in America was this; until I left home it was everybody's business to serve me, and to worry why I was not getting on better; I now realized that nobody I worked for cared much whether I got on or not, and their only interest was how much I was worth to them. I had the worrying part of it all to myself. No one was going to find me a job—I had to go and hustle for it myself. Unless I could "sell" myself to a man so that he thought I would be of use to him, I would remain in that class which is indiscriminately employed, just one of "so many hands required."

One of the passengers on my homebound ship had taken a liking to me, and put me in the way of getting an offer to use my lumbering knowledge in the Red Wood Forests of Western Australia. A cousin of mine, chance met, told me of a forestry estate job in India. I took India for no reason except that I thought I would like to go there. I had been born there and I think I heard the East a-calling.

I was at last in the crotch of the tree, and I had taken the first branch without thought or discrimination, but the important point was that I had been selected for qualities which I was thought to have, for knowledge I had acquired.

I started in Northwest India clearing forests, and later running in addition fifty miles of public light railway, my American lumber and railroad experience aiding me. When the little light railway was taken over by the main line I was offered a better post, and became eventually traffic superintendent of the main line, and left lumber work for good. Until then I had always taken any job because I was out of one. This time it was a discriminating transfer to one of greater possibilities. I had just become engaged, and the responsibilities of a prospective bread-winner may have been the cause.

The second period of twenty years, from 1895 to 1915, was in the main spent in railroading. I was eleven years in India altogether. After five or six years on Indian railways, I thought I was climbing up the wrong branch, and I could not see the fruit I wanted at the top, so I went down and started up another branch. I came home to England, to a minor post that had been offered on the North Eastern Railway. I had to go a long way down to get this new start, but it was worth it, because of the prospects, and when the War broke out I

was nearly 40 years old, deputy and nominated as future, general manager of the North Eastern Railway, England.

I had learned other lessons.

We may think our employer has no concern with our private conduct, but if *he* thinks differently that settles the controversy. The man who chatters disloyalty *to* me will chatter disloyalty *of* me. A man who normally cannot manage his own home budget is not competent to trust with my business. The man who thinks he can get on by influence is of little use to himself or to his employer. The firm that promotes men for influence and not for merit will look after those men just so long as that influence lasts, or until someone with a stronger pull comes along. Then, if you have been relying on influence, you go the way you deserve to go, that is out of the door. The man who looks to influence to help him on usually has little else to put in his shop window.

With the third twenty years of my life whatever successes or failures I have met with—and God knows most of us have many failures—I can generally see that it was by observing or failing to observe the lessons learned in those early days.

I find that most men like straight, blunt dealing, if you can say things in a nice way preserving the correct attitude. A friend of mine in business thought he had been badly treated as a contractor, and described to me his interview in these words: "I gave him hell as man to man, always observing the deference due from a seller to a buyer." There is a world of thought in this remark. Aren't we all sellers in this active modern world? Do we always observe the deference due from a seller to a buyer? We start by selling ourselves to our fellow men and we go on selling ourselves, until we retire. Some sell the goods they manufacture or buy—others sell their skill or their services, be they doctor or lawyer, broker or engineer, and I sometimes wonder whether the art of salesmanship in this, its widest sense, is not a subject requiring more attention in youth than it gets.

Every one of us sells as we climb up that great gnarled old tree of life—if we cannot sell we remain at the first crotch or fall to the ground at the bottom of life's tree: if we sell truly and well we reach and grasp that fruit, which each of us has made his particular goal.

"Also"

The class had been instructed to write an essay on winter. One child's attempt read as follows:

"In winter it is very cold. Many old people die in winter, and many birds also go to a warmer climate."

The Supreme Court

THE United States Constitution provides that: "The Judicial power of the United States shall be vested in one Supreme Court, and in such inferior courts as Congress may from time to time ordain and establish." In accordance with this provision, the "Judiciary Act," under which the Supreme Court was organized, was passed on September 24, 1789. Originally this august body was composed of a Chief Justice and four associate justices.

Any four constituted a majority. The number of associate justices has been changed a number of times; at present the court is composed of a Chief Justice and eight associate justices.

John Jay of New York was the first Chief Justice from 1789 to 1795. Altogether only ten men have filled this high office.

John Jay	1789-1795	6 years
John Rutledge	1795-1795	
Oliver Elsworth	1796-1800	4 years
John Marshall	1801-1835	34 years
Roger B. Taney	1836-1864	28 years
Salmon P. Chase	1864-1873	9 years
Morrison R. Waite	1874-1888	14 years
Melville W. Fuller	1888-1910	22 years
Edward D. White	1910-1921	11 years
William H. Taft	1921-1930	9 years

Eleven men have been named for the high honor, but one of them, John Rutledge, failed of confirmation by the senate and consequently never took office. Rutledge was a brilliant statesman and jurist and had served as Chief Justice of his own state and as associate justice of the Supreme Court. President Washington selected him to succeed John Jay as Chief Justice but the senate withheld confirmation owing to nascent insanity.

Though able jurists have been named Chief Justice no one stands out in the history of the court like John Marshall. His is the longest record of service and he was a dominant figure throughout his long term. He largely shaped the course of the court and for the first ten years practically all the opinions were written and delivered by him.—*Mueller Record.*

Spared the Rod

A Negro mammy had a family of well-behaved boys. One day her mistress asked:

"Sally, how do you raise your boys so well?"

"Ah'll tell you, missus," answered Sally. "Ah raise dem wid a barrel stave and Ah raise 'em frequently!"—*Clipped.*

Air Conditioning

(*Continued from page 169*)

and a three-day fuel supply is only 2,850 pounds. Since it weighs less and occupies less space than the ice supply it replaces, it may readily be substituted when changing operating conditions warrant.

The steam ejector system requires about 1/3 as much power as the compressor type, but, in addition, each car must be supplied through the train steam line, with around 200 pounds of steam per hour, or 3,000 pounds per hour for a 15-car train. The amount of steam used for cooling in summer is about the same as is needed for heating in severe weather. This system also requires a large amount of water for condenser use, as much as 8 gallons per car per hour being used in very hot weather. The fact that cars must be connected with some steam supply is a slight disadvantage as compared with the independent operating units provided in the case of both ice and mechanical systems.

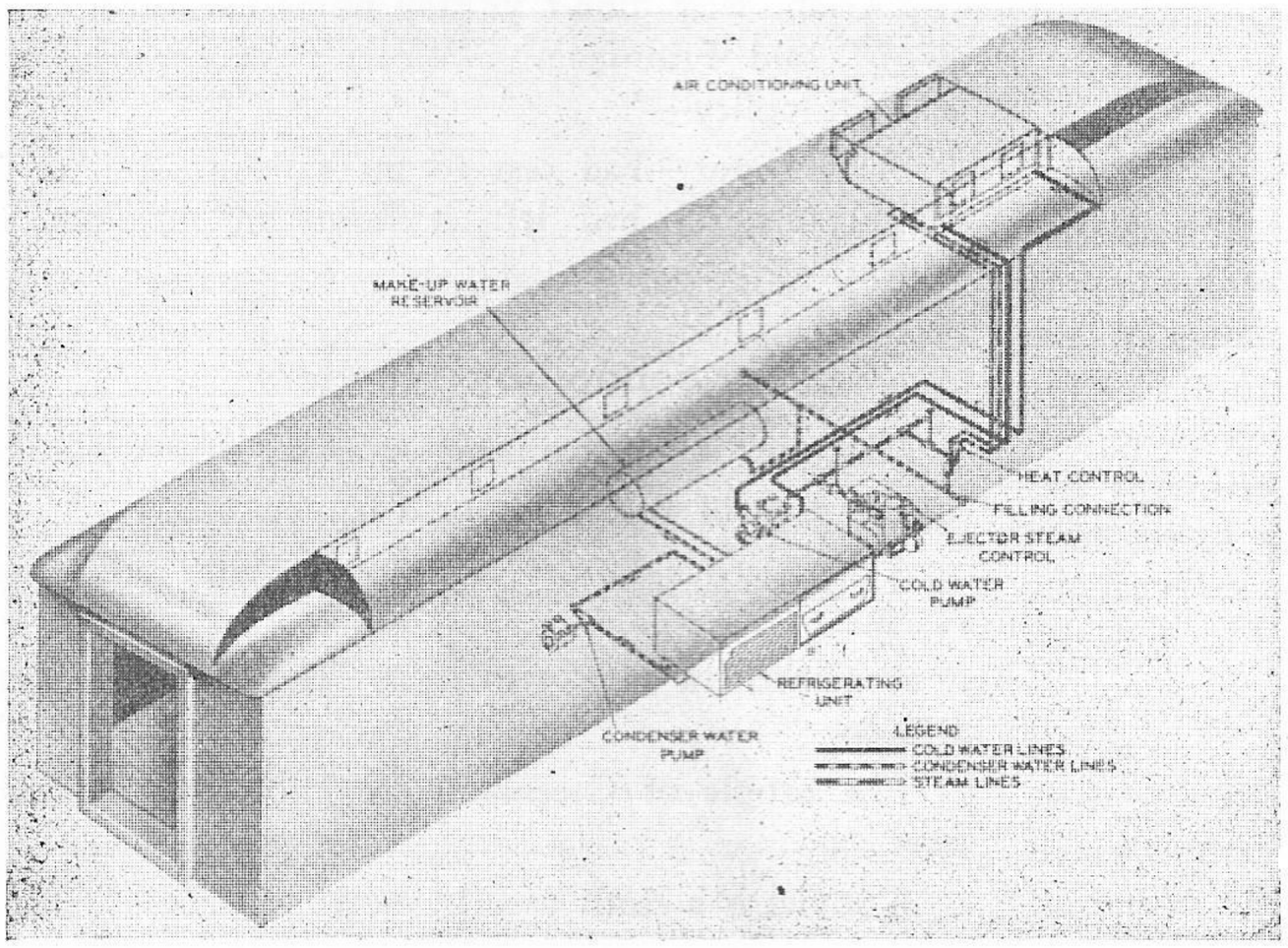
While increased comfort is desirable, there is a point where it ceases to be profitable. The cost of air-conditioning may vary considerably on railroads of different operating characteristics. Expensive refrigerating machinery, with its added burden of weight, must be carried about during all twelve months of the year whereas it may be needed during only two months or even less. Under such conditions, ice systems possess a distinct advantage. Similarly, systems which provide for heating as well as cooling are needed in most cases, since both may be needed during the same trip between, for example, Chicago and the Pacific Coast.

The variety of systems now in use necessitates the installation of expensive and complex service facilities at large terminals. The Chicago Union Station has recently been provided with apparatus to furnish direct current for battery charging and pre-cooling service at 32, 64, and 110 volts and alternating current at 220 volts, in addition to which steam lines and connections to serve the steam ejector equipped cars of the Milwaukee Road and the Pullman Company were installed.

In a paper presented before the Toronto Railway Club last May, A. R. Walker, electrical engineer of equipment, Illinois Central Railroad, points out the fact that, at 20 miles per hour, the locomotive must exert twice as much tractive effort to pull a mechanically air-conditioned car as is required for the same 75-ton car without the equipment. As the speed of the train increases the percentage additional load of the air-conditioning apparatus decreases although at 60 miles per hour it still requires 25 per cent more power than is needed to pull a car unequipped. This is a serious consideration.

Mr. Walker also gives tables covering the cost of the various cooling systems worked out on the combined basis of daily mileage and number of days in operation per year. Where a car makes 400 miles per day 100 days per year, his figures show the daily cost of operation to be: Steam system, $17.76; Electro-mechanical, $16.27; Direct-mechanical $18.22; Ice, $13.75.

Air-conditioning is still in its infancy. Many railroad installations are merely adaptations of household equipment and designers will undoubtedly improve upon the present product so that, in the course of time, a few satisfactory standards will be set up. Meanwhile it falls to the lot of those roads which handle the bulk of the competitive passenger business of the country to carry on the development work.



Air conditioning involves heating as well as cooling. Steam and water piping required is indicated in the accompanying view.

New Deal and the Railroads

(*Continued from page 166*)

motives. These laws, if passed, would effect a very large increase in operating expenses.

SIX-HOUR DAY

bill would substitute a six-hour workday for the present eight-hour day

DISMISSAL COMPENSATION

bill, which provides for compensation to employes dismissed from service because of coordination of operations by two or more railroads or because of unification or consolidation.

WHEELER GOVERNMENT OWNERSHIP

bill which would provide for operation of the railroads by the Federal government. Such a law would tend to put politics and bureaucracy into the railroad business. We had an ample illustration of the inefficiency of government operation during the period of the World War.

INTERSTATE WORKMEN'S COMPENSATION

Act provides for a Federal Workmen's Compensation Act to replace the present Federal Employers' Liability Act. This act would add another Federal Bureau authorized to meddle in the affairs of employer and employe.

In the Law Department, we try to follow legislation—Federal and State—affecting, or which may effect, the interests of the Delaware and Hudson and its subsidiary or affiliated companies, as well as the interests of its employes. This, as you may well imagine, is no small task when Congress is in session. Through cooperation with other railroad counsel and the general counsel of the Association of American Railroads, located in Washington, we try to do everything which may properly be done to avoid legislation which is not in the interest of our properties and employes.

These efforts, however, are not enough to prevent unwise legislation. When Congress is in session, it is often under the concerted pressure of minority groups or blocks. These groups too often support propositions which are not in the interest of the public, as a whole, but rather are designed to serve the interests of small groups. Such pressure can only be effectively met by a presentation of the real interest of the public in the legislation under consideration by the people who know most about the businesses which are the subject of such legislation.

Gentlemen, we are the people who know the railroad industry. We are the trustees of these properties for the stockholders and the public which we serve. We are responsible for their operation and protection. It is our duty to see to it that our representatives in Congress know the facts about our business and what we think is in the public interest. If we do not protect these properties and, incidentally, our own pocketbooks, no one else will. I have yet to observe any worthwhile accomplishment which may not be traced to a lively and proper self-interest. Most of the unwise legislation which has been enacted by the Congress is, in my opinion, the direct result of an absence of intelligent interest by the best element of the electorate. The American business man is capable and efficient in his business but too often fails to interest himself in the public policies which vitally effect his business, with the result that when it is too late, he wakes up to the realization that he has been robbed of vital powers incident to the proper operation of his business and left only with the responsibility.

Let us be more thoughtful about the public questions that effect our business, as well as our personal interest and those of our communities and see to it that our legislative representatives know our views and the views of our communities with respect to the railroad industry for which we are responsible. I believe that there is a real awakening among railroad people to the necessity for making an active fight to protect their properties and themselves against unwise restrictions of their business in the interest of selfish minorities and that its effect is already being experienced in the industry. I am optimistic about the future of the railroad industry and the opportunities which it will afford all of us who are engaged in it.

Careless

Flannigan met with an accident, but the next day managed to crawl to work.

"Arrah, why didn't ye stay home for a week or two?" said Flinnigan. "Worrn't ye carryin' an accident policy—"

"I wor not—bad cess to me carelessness!" said Flannigan. "I had left it home in me bureau drawer."

Schoolboy Howlers

Masculine man, feminine woman, neuter corps.

The Bay of Biscay is noted for biscuits.

A herbaceous border is a lodger who will not eat meat.

A Hibernian is a gentleman who sleeps in the winter.

The people of Greenland are known as Equinoxes.

A soviet is a cloth used by hotel waiters.

Clicks from the Rails

Forty Years After

the police had taken a man's name for slapping a fellow passenger on an Austrian train, he was hailed into court and fined a few shillings for assault. In 1895 two travelers had a quarrel over an open window and the one finally struck the other. The offended party summoned the police and they told the assailant that he would hear more about the incident later. He did, although it took them 40 years to get around to punishing him.

"Stoking" a Baby

is somewhat different from firing a locomotive, as a British fireman learned. Told to feed the baby, the father proceeded to do so, but the child started to protest violently. When the mother rushed into the room the father explained that in firing his engine he always" led off with one under the fire-door, then one left one right, and one way down the far end." When he tried to put one down the far end the child choked, interrupting the routine.

An Italian Railroader

is to become a saint. Formal proceedings have been instituted for the canonisation of Paul Pius Porazzo, for 30 years employed by the Italian State Railways. His saintly life and his bravery in the wars for Italian Independence earned him the veneration of his fellow workers, over whom his pious example exercised deep influence.

Over 5,000 Suggestions

of employes for the improvement of tools, equipment, and practices have been adopted by the Canadian National since the system for testing out new ideas was inaugurated in 1930. In the past five years over 10,000 suggestions have been sent in and over half of them have been adopted by the management.

Four Boys Were Saved

from drowning in Rock River, Ill., by the quick action of a group of railroad men. The conductor of a passenger train saw a boat capsize in the river, dropped off a note to the operator at the next station, the telegrapher relayed the message to the train dispatcher at Chicago, who called railroad employes, fire and police departments to complete the rescue. Altogether the message traveled 220 miles.

A 627-pound Man

created quite a stir in the Norfolk and Western ticket office at Roanoke, Va., recently when he stepped up to the agent's window. A crowd quickly formed as he explained that he is 5 feet 7 inches tall and 6½ feet in circumference. He weighed 16 pounds at birth and has been gaining ever since. He was en route to Pulaski where he was to appear in the side show of a carnival.

Worms Stopped Trains

on the Santa Fe and for a time threatened to tie up service completely in the Estancia Valley, New Mexico. Millions of army worms crept over the tracks, causing the locomotives to slip and stall. Broom crews were sent out to sweep the tracks clear over a 30-mile stretch but this method was found to be too slow. Finally weed burning machines were put in service in the infested area.

Omaha,

winner of the Kentucky Derby arrived at Louisville via Railway Express. Again moving by express "Omaha" went to Pimlico, Md., to win the Preakness, and on to Belmont Track for other triumphs. Altogether 48 carloads of thoroughbreds arrived in Louisville this year by Railway Express, while 61 carloads were handled outbound.

A Heroic Box Packer

is King Dye, of the Norfolk and Western at Williamson, W. Va. During a heavy storm four girls, ranging in age from 5 to 15, started through a railroad culvert on their way home, when a wall of water swept them back and over a 10-foot fall into a deep pool. The oldest girl, despite a crushed leg and severe lacerations, succeeded in keeping the others afloat until Dye came to the rescue. The children were rushed to a hospital on a rail car.

The King's Time

is still sent daily from London to Holyhead just as it has been for nearly 100 years. In 1837 a horseman galloped into Euston station, handed a watch, which had been correctly set at the Admiralty, to the trainman, who gave it to the Kingstown boat. Despite the development of telephone, telegraph, and radio that same "fat old turnip" is sent to Holyhead every day with the correct time.

Germany's First Engineer

was paid more than the manager of the railroad whose locomotive he operated. William Wilson, sent by George Stephenson to Germany with *Der Adler, (The Eagle)* received 2,250 marks a year whereas the manager of the railway received only 1,360. His memory is to be honored in the centenary celebration of Germany's railroads this winter.

Quinine Stops

were made by the first railroad trains passing through Chillicothe, Ohio. Conductors stopped their trains, crying out, "Twenty minutes for quinine," because of the prevalence of malaria in the lower Scioto valley in the early days. This was one of the measures taken to stop its spread.

Thanksgiving Day

'TIS not the feast so richly spread,
'Tis not the word we say,
'Tis not the greeting and the song
That make Thanksgiving Day.

But here's one little thought for us,
To take and put away:
Two helpful hands and one glad heart
Will make Thanksgiving Day.

—ANON.